AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

Claims 1-15 (cancelled).

16. (New) A method for controlling a vehicle, comprising:

detecting, by a sensor, a position of a pedal;

generating, by the sensor, at least two redundant signals corresponding to the position of the pedal;

performing a plausibility check of the redundant signals generated with the aid of the sensor;

detecting the position of the pedal using a switch, the switch generating a signal; and

performing a plausibility comparison of the signal generated by the switch with the signals generated by the sensor.

17. (New) The method as recited in claim 16, further comprising:

implementing measures for handling a fault in the event that a faulty signal is detected.

18. (New) The method as recited in claim 16, further comprising:

feeding the signal generated by the switch directly to at least one of a control unit and regulating unit.

19. (New) The method as recited in claim 1, wherein:

the signal generated by the switch is combined with a first one of the signals generated via the sensor to form combined information;

the combined information is transmitted to at least one of a control unit and a regulating unit; and

in the at least one of the control unit and regulating unit, information describing the first one of the signals generated by the sensor and the signal generated by the switch is

extracted and compared to another one of the signals generated by the sensor in such a way that a faulty pedal-travel sensor is detected.

20. (New) The method as recited in claim 1, wherein the signal generated by the switch provides information as to whether or not the pedal is in an idle position.

21. (New) The method as recited in claim 20, further comprising:

generating an additional signal is generated by at least one further switch; and

detecting a faulty pedal-travel sensor and at least one faulty switch using a totality of the signals.

22. (New) A device for controlling a vehicle, comprising:

a sensor to detect the position of a pedal, at least two redundant signals corresponding to the position of the pedal being generated with the aid of the sensor; and

at least one of a control unit and a regulating unit to at least one of control and at least one of regulating a vehicle, which is capable of performing a plausibility check of the redundant signals; and

a switch to detect a position of the pedal, the switch being used to generate a signal;

wherein the at least one of the control unit and the regulating unit includes an arrangement to perform a plausibility comparison of the redundant signals generated by sensor and the signal generator by the switch.

23. (New) The device as recited in claim 22, wherein the at least one of the control unit and the regulating unit includes an arrangement to detect a faulty signal and to implement measures for handling faults.

24. (New) The device as recited in claim 22, wherein the switch is directly connected to the at least one of the control unit and the regulating unit via a line.

25. (New) The device as recited in claim 22, further comprising:

an arrangement configured to combine a first one of the signals generated by the sensor with the signal generated by the switch to form combined information; and

an arrangement to feed the combined information to the at least one of the control and the regulating unit;

wherein the at least one of the control unit and the regulating unit includes an arrangement to extract information describing the first one of the signals generated by the sensor and the signal generated by the switch from the combined information and to compare the extracted information with a second one of the redundant signals generated by the sensor, and to detect a faulty pedal-travel sensor.

26. (New) The device as recited in claim 22, wherein the switch is an idle switch.

27. (New) The device as recited in claim 22, further comprising:

at least one additional switch to detect a position of the pedal, the at least additional switch being used to generate a signal;

wherein the control unit and the regulating unit includes an arrangement to detect a faulty pedal-travel sensor and at least one faulty switch by using totality of the signals.

28. (New) A memory device storing a computer program that is executable on a microprocessor, the computer program when executed on the microprocessor, controlling a vehicle to perform;

detecting, by a sensor, a position of a pedal;

generating, by the sensor, at least two redundant signals corresponding to the position of the pedal;

performing a plausibility check of the redundant signals generated with the aid of the sensor;

detecting the position of the pedal using a switch, the switch generating a signal; and

performing a plausibility comparison of the signal generated by the switch with the signals generated by the sensor.

29. (New) The memory device as recited in claim 28, wherein the computer program further causes the microprocessor to control the vehicle to perform:

implementing measures for handling a fault in the event that a faulty signal is detected.

30. (New) The memory device recited in claim 28, wherein the device is one of a random-access memory, a read-only memory, or a flash memory.